

HOTRAK January 2024 Operations Report

Notes by Mark M and Stats by Brandon. Report compiled by Dilip C.

Thursday Setup

When our early birds, Paul A and Steve A showed up at St.As on Thursday about noon, the soccer kids were using the dart room. We need to confirm with Joe the exact time that our booking begins. We obtained access to the room at 2pm, setting us back a bit.

Despite only having 18 people at set up (more than the minimum, but less than what I was hoping for (20 or more)), we still managed to have the modules up and levelled by 8:00pm meeting the standard.

Freight ops population was complete by 9:30, better than historical average, but not the standard which is 9pm. They did have a lot more cars to deal with though.

Sunday Disassembly

Disassembly seemed to go well. It ended about 5:30 which meets the standard.

Gregg Matthews is missing two ratcheting wrenches. If anyone happen to have them, please let him know.

We put into use for the first time the Ottawa yard storage rack. Initial reception was positive, and some recommendations were received to improve it. Steve labelled the rack to make it easier to use. We will be following this up with another storage rack for 3 Bridges and Hawthorne. It certainly saves time in not having to box up all the individual modules.

Notes on Operations

George's placement of the yard on a branch seemed to work well. Josh's role as Hawthorne Tower was very useful and successfully managed the traffic through the wye. I really appreciated that he set the switches for us.

This was the second year that we ran a 3-day operating weekend in January. Again, it proved very successful. If I (Mark M) thought we could get enough volunteers out on a Thursday night, I would consider making it a regular occurrence throughout the year but given the number of students and still working members, it doesn't seem feasible now.

It seems like the stats, to follow later, will show a very high number of trains run.

RTC was planned for the weekend but never happened. Although someone thought that I had deferred RTC from Saturday to Sunday, I had not. Then there was worry that RTC would not go well without a clinic beforehand. So, at the last minute, quite literally, we cancelled Saturday's

RTC and decided to run a future clinic before RTC. A little while later, an independent decision was made to try RTC on Sunday. However, on Sunday at RTC time there were only 3 people present, so it was cancelled. *We have a mandate from a previous AGM to run RTC, so it will happen next operating session.*

I was surprised how busy it was on Saturday after supper. People were still running trains after 9pm. Glad people were taking advantage of the extra running time. Saturday's supper was attended by 12 people (far more than normal). It is great to see people mingling socially. The building was really shaking on Sunday, literally, as 200 women or so were upstairs doing some beach work out routine. When they all jumped, you knew it downstairs! Not to mention the parking fiasco it caused. Not to worry, Joe has a structural engineer assess the building every 5 years and it passes each time.

Sun morning started slow with only a few members, but many more showed up before noon, and it became another busy operating day right up until disassembly.

Steve had a module on display with the new leg sockets and magnetic legs. This concept along with the new storage racks should reduce set up and disassembly time significantly. Next step is to install the leg sockets and magnetic legs onto a club module and test it out formally at the next op session.

We finally finished the storeroom extension project by having St.A's electrician remove the old switch box and conduit as well as the overhead light. Unfortunately, there was no local 110V line to tap into (only commercial 347V lines) so we couldn't wire up the new switch. Instead, we will continue to power the LED lights with an extension cord but Paul A will install an in-line switch with the extension cord so we can still switch the lights off instead of pulling out the cord.

I mentored a new potential member, Andeson, over two freight runs who attended his first session. I was impressed with his positive attitude, willingness to help, and being a quick learner. He has already volunteered to help with scenery refurbishment of a club module. He will be a good fit for the club.

Operation Stats

Here are the statistics from the Jan 2024 operating session:

147 trains: 19 passenger, 123 Freight, 5 MoW

- 6 trains were run with apprentices.

109 people ran trains:

- 9 people ran 7 trains
- 8 people ran 6 trains
- 20 people ran 5 trains

- 5 people ran 4 trains
- 27 people ran 3 trains
- 19 people ran 2 trains
- 12 people ran 1 train

Freight Breakdown:

- Through Freight: 17
- MoW Trains: 5
- Local Freight: 106

Passenger breakdown, total: 19

- PT: 8
- PR: 1
- PL: 5
- PT: 3

252.7 hours of running time.

FREIGHT LOCALS

FL1 was run 6 times

FL2 was run 7 times

FL3 was run 7 times

FL4 was run 10 times

FL5 was run 9 times

FL6 was run 5 times

FL7 was run 9 times

FL7B was run 7 times

FL8 was run 9 times

FL8B was run 8 times

FL9 was run 8 times

FL10 was run 7 times

FL11 was run 9 times

FL12 was run 5 times

FL12B was run 0 times